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TECHNICAL MANUAL

ORGANIZATIONAL MAINTENANCE

GENERAL AIRCRAFT INFORMATION

NAVY MODEL

F/A-18E/F AND EA-18G

165533 AND UP

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ORGANIZATIONAL MAINTENANCE
DANGER AREAS AND PRECAUTIONARY MEASURES

Reference Material

None

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Record of Applicable Technical Directives

None

1. FLAMMABLE LIQUIDS, COMPRESSED GASES, AND EXPLOSIVE DEVICES.

2. **FLAMMABLE DANGER AREAS.** Areas including reservoirs of flammable liquids, gases under pressure, and explosive devices are shown (figure 1). Rescue and maintenance personnel should be aware of the hazards related to these areas.

3. CANOPY, SEAT AND DFIRS EXPLOSIVE DEVICES.

4. **CREW STATION EXPLOSIVES.** Many explosive devices (figure 2) are located in and around the crew station. The ejection seat(s) have rocket motors, initiators, and controls that require special handling during ground operations. The canopy has rocket motors, initiators, thrusters, and controls that also require special handling.

5. The DFIRS impact initiator and the severable door (300) (figure 3) are explosive devices. They do not require special handling during ground operations but do require special maintenance handling.

6. AIRFRAME AND EXTERNAL STORES.

7. **STORES AND ARMAMENTS.** External fuel tanks, vertical ejection racks, missile launchers and conventional/nuclear weapons (figure 3), loaded on wing or fuselage centerline pylons may be ejected by explosive cartridges. The area near these devices must be considered hazardous for maintenance personnel when aircraft electrical power is on.

8. Missile exhaust areas and path of trajectory (figure 7) are hazardous for personnel. An inadvertently fired missile can cause death or injury from either end.

9. The M61A2 gun projectile trajectory path (figure 7) is hazardous to personnel. Gun fire can cause death or injury.

10. Aircraft carrying munitions must be loaded, unloaded, and parked in designated explosives parking areas.

11. **LEADING EDGE EXTENSION SPOILER**
The leading edge extension (LEX) spoiler is a secondary flight control surface located on the

left/right LEX immediately forward of the leading edge of the wing and covers three engine inlet bleed system vents. The spoiler is controlled by electrical signals from the flight control computers and is hydraulically actuated. To prevent personnel injury, aircraft damage, or equipment damage, personnel must be kept clear of flight control surfaces. Flight control surfaces can move with hydraulic power applied.

12. **ENGINE.** Danger areas resulting from engine operation are related to exhaust velocity and temperature, air intake, and noise.

13. **Air Intake and Exhaust.** During ground operation of the engines, the forward and aft ends of the aircraft are danger areas (figure 4). In rushing air can pull a person into or against the intake ducts. Engine exhaust air can cause death or serious burns. The area immediately aft of the tail pipes is hazardous for 15 minutes after engine shutdown.

14. **Engine Noise Danger.** The noise level of operating jet engines can cause hearing loss. Relative noise levels (figure 5) are shown at various distances from aircraft. Ear protectors must be worn when working near operating engines.

15. Flammable or explosive materials, in or in contact with metallic containers, must not be left in rf energy fields.

16. Refueling must not be done within 100 feet of operating airborne type radio or air radar equipment or within 300 feet of ground radar equipment.

17. **AUXILIARY POWER UNIT (APU).** Danger areas resulting from APU operation are related to exhaust velocity and temperature, air intake, and noise.

18. **Air Intake and Exhaust.** Danger areas resulting from APU operation are shown (figure 6). The APU intake duct is in door 52. The APU exhaust duct is in door 302.

19. **Dangerous Noise Level.** Noise levels near APU intake and exhaust ports during operation may cause hearing loss. Ear protection must be worn when working near an operating APU.

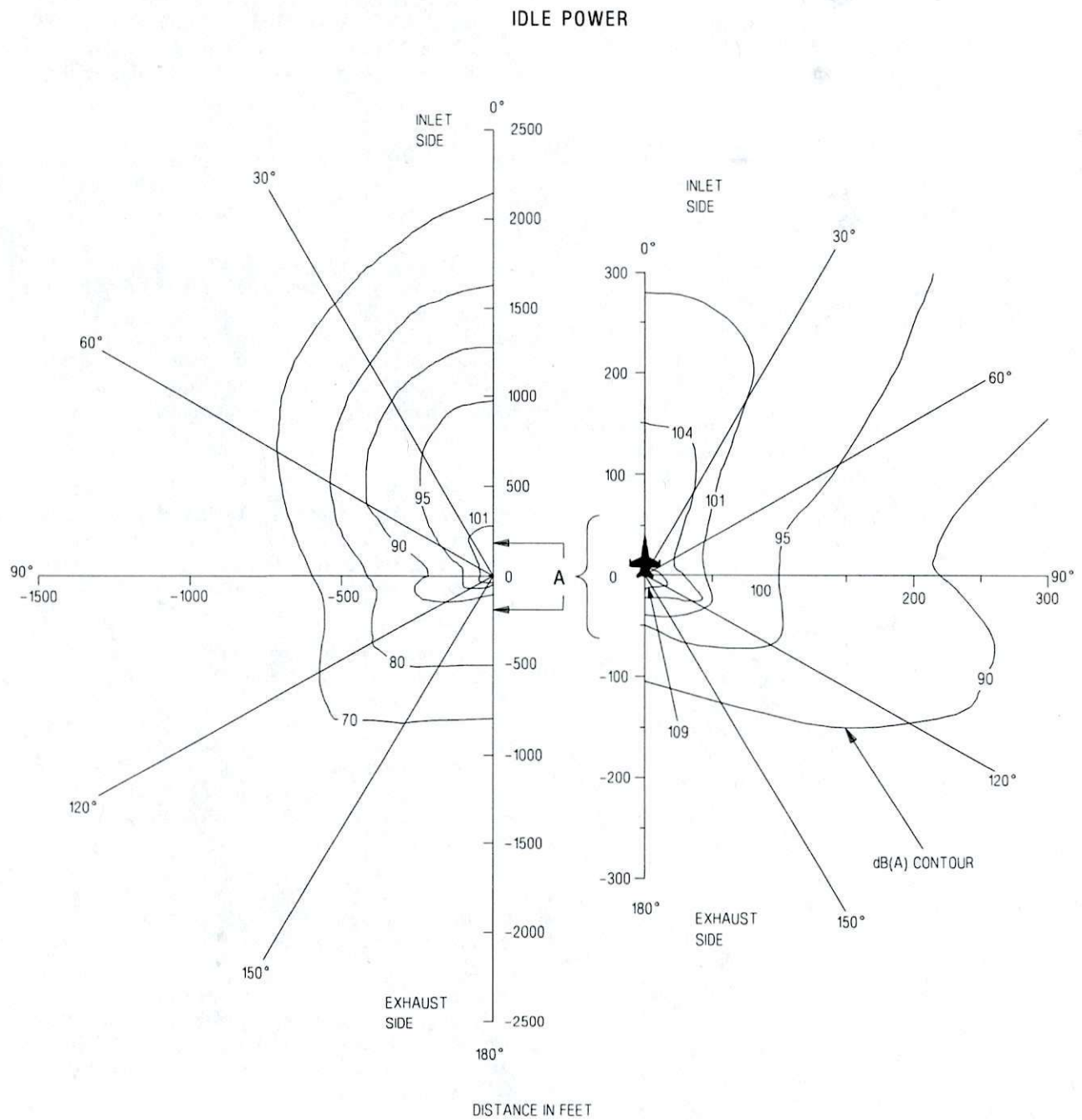


Figure 5. Noise Danger Area (Sheet 1 of 4)

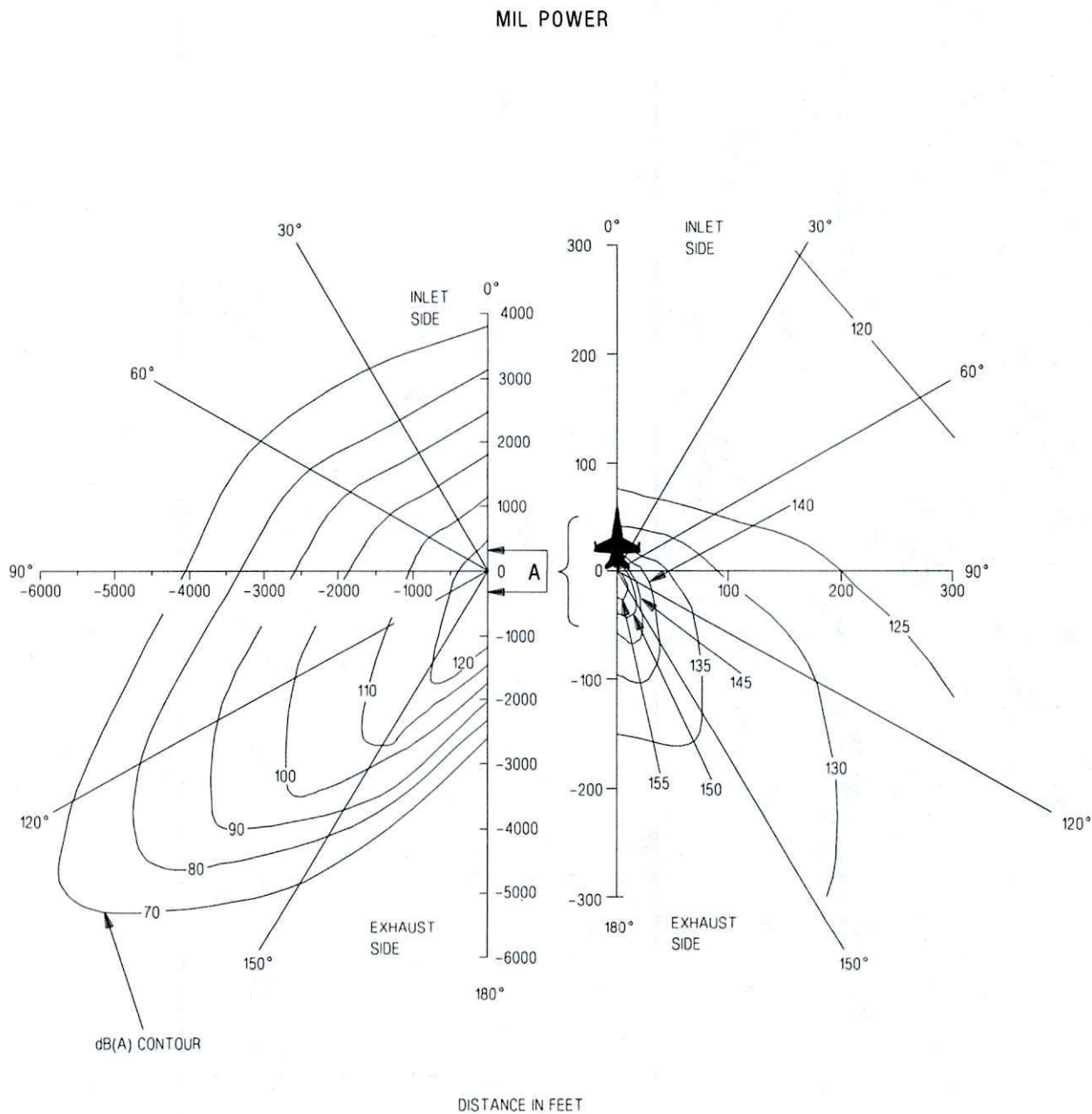


Figure 5. Noise Danger Area (Sheet 2)

MAX POWER

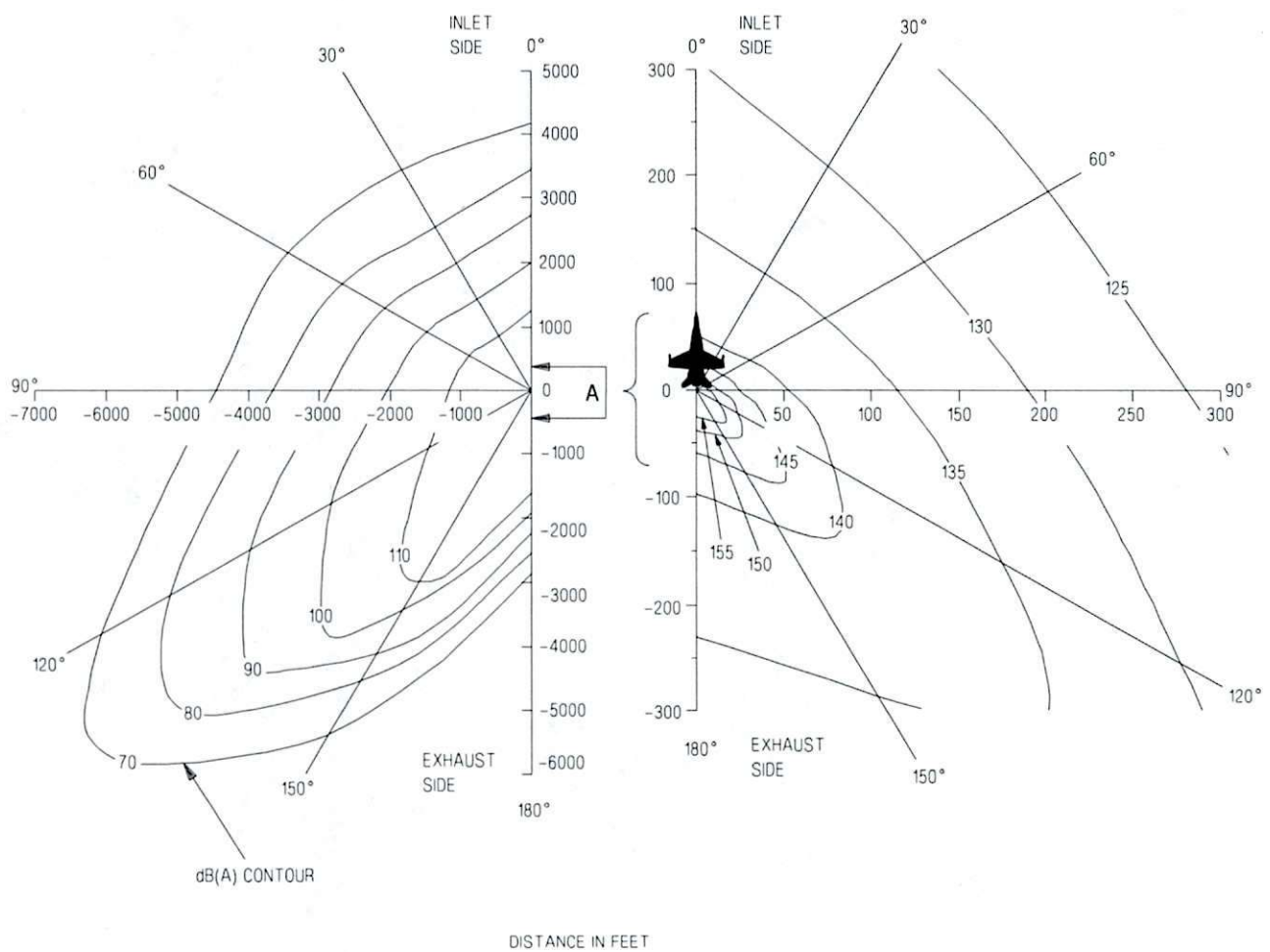


Figure 5. Noise Danger Area (Sheet 3)

ALLOWABLE NOISE EXPOSURE SOUND LEVEL IN dBa (SLOW RESPONSE)							
TYPE EAR PROTECTIVE DEVICES	EXPOSURE TIME, HOURS PER DAY						
	1/4	1/2	1	2	4	6	8
NO PROTECTION	115	110	105	100	95	92	90
EAR PLUGS WITH AVERAGE SEAL	127	122	117	112	107	104	102
EAR PLUGS AND EARMUFFS	135	130	125	120	115	112	110

EAR PROTECTIVE DEVICES


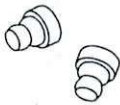


			
UNIVERSAL FIT EARPLUG	EARPLUG V-51-R TYPE OR SIMILAR	TYPICAL EARMUFF	FLIGHT DECK SOUND-ATTENUATING HELMET (INCLUDES EARMUFF)

Figure 5. Noise Danger Area (Sheet 4)